

TRANSPORTATION (Issue Paper 4, Staff data prepared 9/05)

Issue Question 4a- What level of public facilities and services should be provided in the Upper Foley and Upper Broad Run Transition subareas?

Option A - Maintain the current level of public facilities and services as described in agency service plans and used to develop the countywide Capital Facilities Standards (CFS) (status quo).

Option B – Reduce the cost of capital facilities either through a reduction in the level of services or through innovative design, financing and other means.

Option C – Change the Capital Facilities Standards (CFS) to reflect the needs based on existing conditions.

Issue Question 4b- To what extent should new development be contingent on availability of public facilities and services?

Option A – Continue current policy and allow each to mitigate their share of impacts through incremental proffers and use the availability of services to evaluate rezonings.

Option B – New rezonings should not be approved unless adequate public facilities and services are available.

Staff recommends:

For Issue Question 4a - What level of public facilities and services should be provided in the Upper Foley and Upper Broad Run Transition subareas?

- Staff recommends Option C to modify the Capital Facilities Standards (CFS) for the Transition area to reflect the existing lack of facilities in the area. The approach would accelerate construction of new facilities concurrent with new development.

For Issue Question 4b - To what extent should new development be contingent on availability of public facilities and services?

- Staff recommends Option A to allow new development to proceed based on the applicant's willingness to mitigate capital impacts consistent with the policies adopted for the Transition subarea. The efficient development of areas that are within the utility service boundary of the County is important to minimize or defer the need to further expansion and to facilitate more affordable development.

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Estimates of Transportation Impacts (prepared 9/05)

The following tables summarize both total (build-out) projected traffic volumes and traffic volumes projected out the next 15 years. Build out estimates (Table 3) were developed by County staff while the 15-year projections (Table 4) are based on recent traffic studies provided with development applications in Dulles South.

Table 3	Estimate of Total Traffic Generation (Average Daily Trips [ADT])	
	Current Potential	CPAM Proposal
Density	Existing Zoning (0.33 and 1.0 dwelling unit/acre)	UBR 4.0 dwelling units/acre UF 3.0 dwelling units/acre
Residential Units	4,571	27,977
Employment-Retail	800 jobs	3,846,348 sq. ft.
Residential Traffic (ADT)	43,744	216,854
Employment Retail Traffic (ADT)	3,200	82,312
Total traffic (ADT)	46,944	299,166

Table 4	Projected Traffic Increase Between 2005 and 2020 (ADT) ¹	
Road Links		Additional Traffic
Route 50 west of Route 659 Relocated		56,649
Route 50 West of Loudoun County Parkway		37,766
Route 50 West of Pleasant Valley Road		28,324
Route 50 at Route 860-Route 15		18,882
Route 621 North of Route 860		18,882
Route 659 Relocated South of Ryan Road		18,882
Route 659 Relocated South of Braddock Road		9,441
West Spine Road South of Braddock Road		9,441
Tri-County Parkway South of Braddock Road		18,882
West Spine Road West of Loudoun County Parkway		28,324
Tall Cedars Parkway West of Loudoun County Parkway		18,882
Route 50 North Collector Road West of West Spine Road		18,882
Route 606 East of Loudoun County Parkway		18,882
Loudoun County Parkway North of Route 606		9,441
Braddock Road West of Route 659/West Spine Road		18,882

¹ Model assumes 251,772 total daily trips generated by the CPAM and that 188,829 of the daily trips are internal trips. Internal traffic is traffic that stays in the local community as would be the case in a mixed use development pattern with local services, retailers and employment sufficient to allow people to live and work in the same community.

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Table 5		Projected Levels of Service (LOS)			
Road Links		Current Modeling		Add CPAM	
		Lanes	LOS	Lanes	LOS
Route 50 west of Route 659 Relocated - Lenah		4	D	6	F
Route 50 : Lenah – Route 15		2 ^T	E	2 ^T	F
Route 50 West of Loudoun County Parkway		6 ¹	D	6 ²	F
Route 50 West of Pleasant Valley Road		6 ¹	F	6 ²	F-
Route 621 North of Route 860 Relocated		2	C	4	C
Route 659 Relocated South of Ryan Road		4	B	4	D
Route 659 Relocated South of Braddock Road		4	B	4	C
Route 659 South of Braddock Road		2	E	4	C
Tri-County Parkway South of Braddock Road		4	B	4	C
West Spine Road West of Loudoun County Parkway		4	C	4	E
Tall Cedars Parkway West of Loudoun County Parkway		Not Coded		4	C
Route 50 North Collector Road West of West Spine Road		Not Coded		4	C
Route 606 East of Loudoun County Parkway		4	C	4	D
Loudoun County Parkway North of Route 606		4	E	6	E
Braddock Road West of Loudoun County Parkway		4	A	4	C

¹ Route 50 interchanges were not assumed to be constructed by 2020.

² Interchange construction to be evaluated as part of Route 50 Task Force.

^T Traffic calming area.

Levels of Service are measured as follows:

Level of Service A: Average total delay of less than 10 seconds per vehicle.

Level of Service B: Average total delay between 10 and 15 seconds per vehicle.

Level of Service C: Average total delay between 15 and 25 seconds per vehicle.

Level of Service D: Average total delay between 25 and 35 seconds per vehicle.

Level of Service E: Average total delay between 35 and 50 seconds per vehicle.

Level of Service F: Average total delay 50 seconds per vehicle. Insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. LOS F may not always result in long queues but may result in adjustments to normal driver behavior.